

Hawaii and Her Needs

By Geo. R. Carter.

The following is ex-Governor Carter's address at the last Mohonk Conference:

Address of Hon. George R. Carter.

Our problem in Hawaii is to see if man under wonderful environment can develop a citizenship worthy of his surroundings.

Toward this end education will certainly be the most important factor, and fortunately every intelligent taxpayer in Hawaii takes pride in giving every boy and girl equal opportunity. Owing to our mixed population, our preponderance of Orientals, we are thus performing the grandest service imaginable, because we are demonstrating to all the world that good, loyal, worthy American citizens can be made out of any kind of a human being, black, brown or yellow, irrespective of antecedents, provided, only, our community will continue to practice that which we as Americans love to preach. Hawaii, isolated as she is, has not been exposed to the fierce storms of popular passion that sometimes sweep over portions of the mainland. Today she has the greatest mixture of races that is found under the Stars and Stripes; a schoolroom taken at random, of twenty-three pupils, showed mixtures of thirteen distinct types. Hawaii is the point of contact, like Constantinople, of two great forces in the development of mankind, where the East first meets the West. She is the crucible, where there are ingredients, which, if properly handled and studied, need not explode but can be fused into material of inestimable value, which may prevent those two great forces from contending with each other, or at least, lubricate and reduce to a minimum the friction. Some of us in Hawaii believe that the principles underlying our form of government are still sound and will prove it superior to any other, if we but keep them in mind and live up to them. That the golden rule works irrespective of color and race; that corporations can have souls, if the directors and trustees will but develop them; that there is no danger from the large number of Japanese that have come to Hawaii since annexation, except that which we create by suggestion, by our own fear, by our expressions of contempt or disapproval. There are indications that the loyalty of the Japanese to their home government is exaggerated; that a large percentage of Japanese children born in Hawaii will finally develop a pride in their birthplace, its freedom of action and opportunity that will keep them loyal to our institutions, if we but continue to practice our precepts, suppress contempt of others and give our

civilization a chance to prove itself fitted to survive.

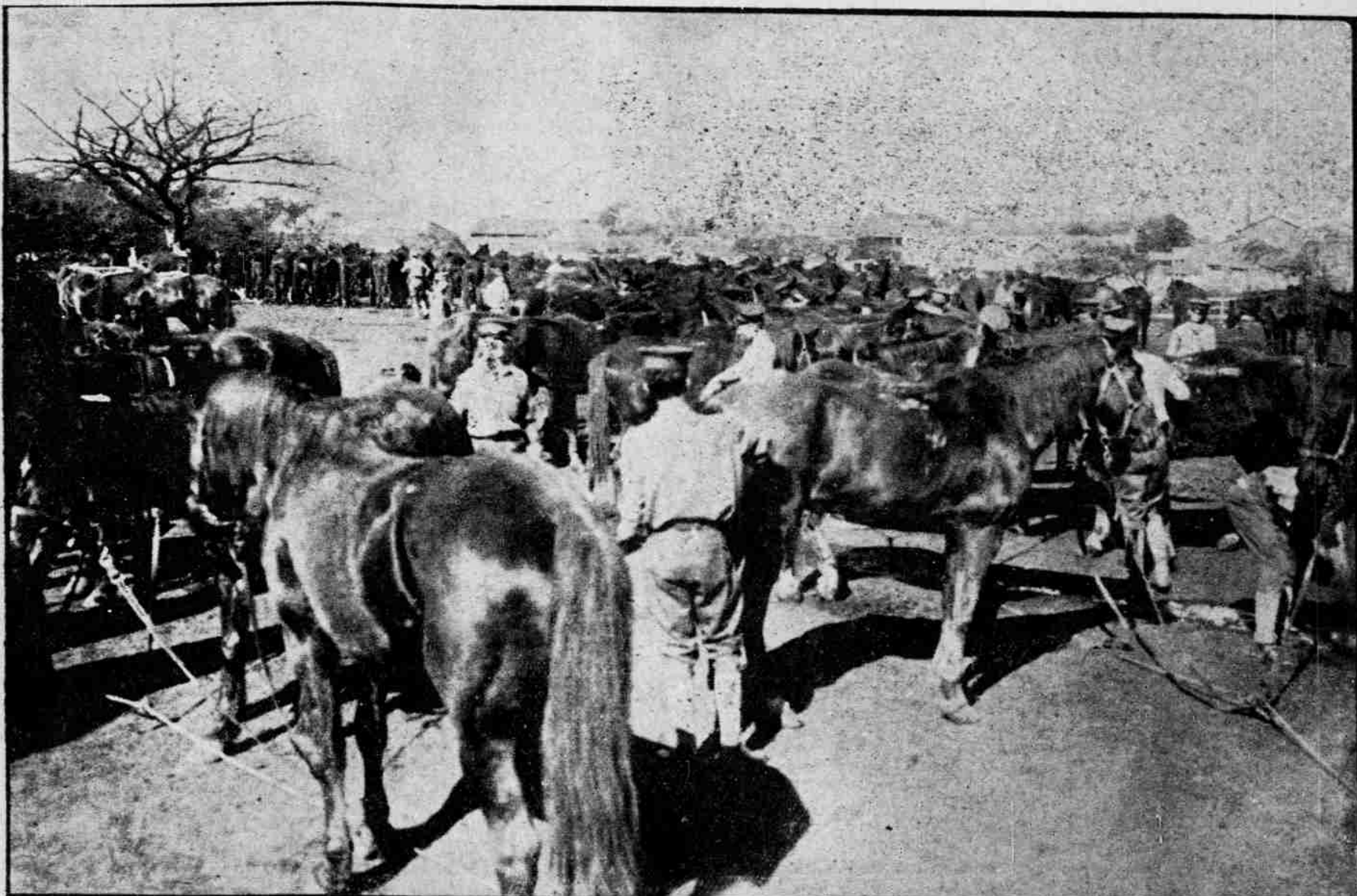
Hawaii needs encouragement and assistance in this splendid educational work she is doing. It is a difficult problem teaching children who have first always to translate your thoughts into their own language. The parents of these children came to develop the material side of Hawaii but their children may help develop the intellectual side, may contribute to a mutual understanding, a common basis for all the races of men that are scattered around the broad Pacific. A small portion of the large revenues Hawaii pours each year into the treasury at Washington, would build and equip new schoolhouses worthy of this cause.

Hawaii needs to be stimulated in a development homogeneous with the mainland. To encourage American shipping she accepted the interpretation of our coastwise law that Hawaii was a part of the Pacific coast, although two thousand miles away, and we have now for eight years paid annually a half million or more in excess freight rates for this purpose, of which we do not complain; but our citizens have traveled to the mainland in American ships only, often watching the fine large Japanese or English steamers sail out of Honolulu harbor at convenient times, while waiting for an American boat, no matter how important the business, or how anxious, because of sudden sorrow or grief they may be. Our only alternative is violation of the law and incidentally a fine of \$200. During this period, instead of an increase of shipping lines and numbers of American steamers, there has been a decrease. During last session of Congress a compromise bill passed the House but not the Senate, which permitted passengers to travel on all steamers between Honolulu and the mainland until another American line was put on the route. The coastwise law does not restrict trade on the mainland, for the buyer and the seller can always come together by rail. Surely nothing can make two communities more homogeneous than unrestricted travel between them. To stop that is to strangle trade and estrange the people.

Hawaii needs more white farmers and settlers, but the cost of transportation is too great for the unassisted European immigrant. Our sugar men were donating splendidly toward a solution of this, when, owing to difficulty in the South, Congress prohibited even indirect contribution, and thus the work of the Territory was promptly stopped. One would think that wise administration would exempt Ha-

wai from the restrictions on European immigration, at least those that relate to employment and assistance. Meanwhile there appears no other alternative than that Hawaii must wait until the vacant West is filled to overflowing, or else in some way make the profits on her products sufficient to induce a healthy migration to flow to the Islands of itself. Most of the products of the tropics are sufficiently known in the Temperate Zone to command a market, provided transportation charges can be met, and Congress could help develop the movement of the white man to Hawaii, if it would permit the Territory to subsidize freight steamers and railroads. On the Island of Hawaii there is a wonderful opportunity to build a railroad which would open up new homes and help much in the settlement of some of the land problems. Mainland cap-

ital is not sufficiently bold to attempt such distant enterprises without special encouragement. If the Territory could, with the approval of Congress, guarantee the interest of a limited bond debt, this road would soon be built, and the risk to the Territory is practically nothing, as there is now 150,000 tons of freight handled in a distance along the coast of some forty miles, most of it by aerial wire cables to small steamers, moored at a distance from the cliffs. There is hardly anything that could contribute more to the best development of Hawaii than reasonable and regular transportation for her product; then the small farmer could ship his bananas, his avocado pears, his coffee, his tobacco, his papayas, possibly his guavas, his mangoes, and his winter vegetables; but Congress has particularly prohibited (Continued on Page Ten.)



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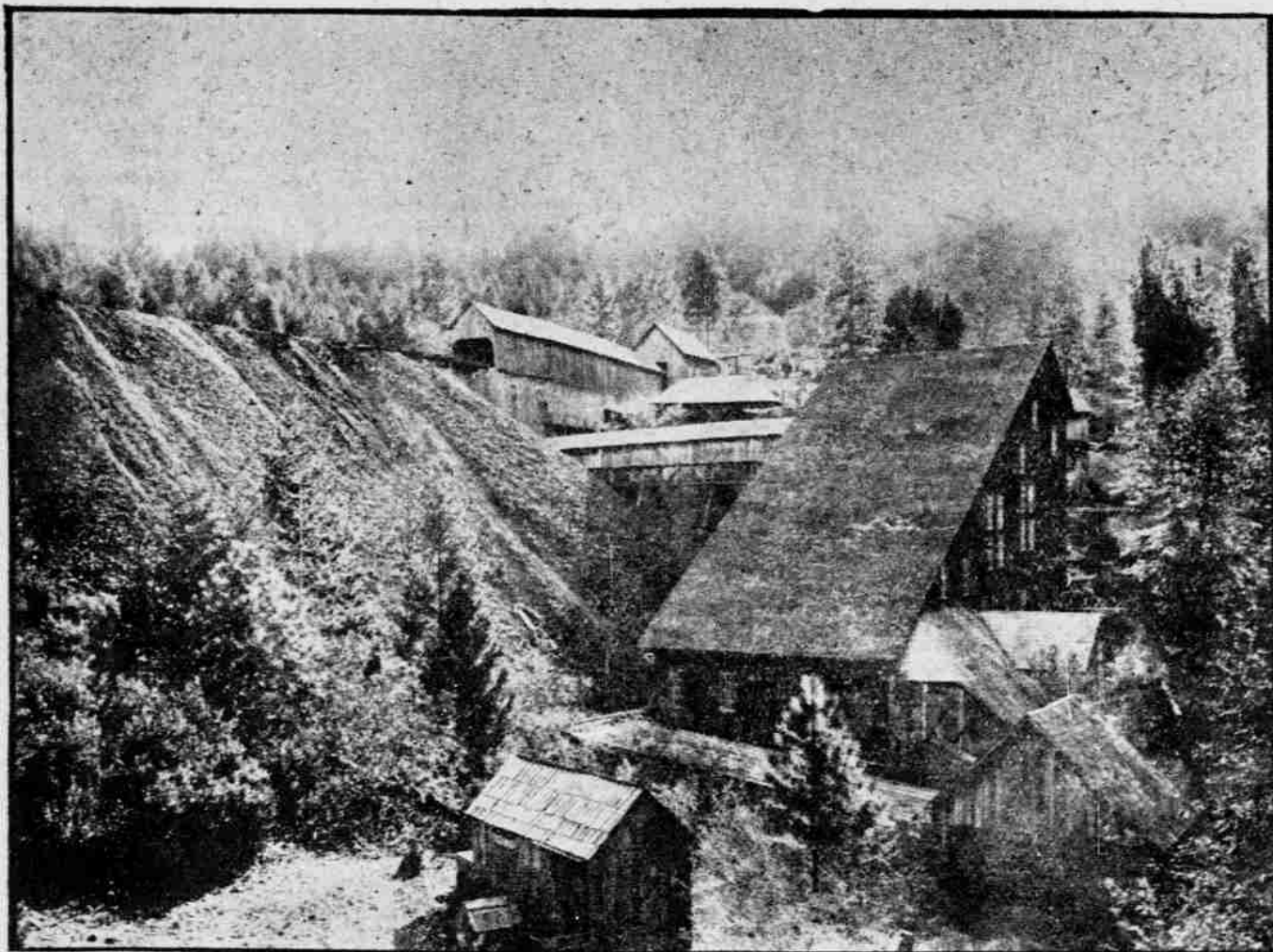
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